

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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1. During the last week of May 1953, there were important material deliveries to Bleichert Transportanlagenfabrik, SAG Transmasch, Leipzig, from Poland and the USSR. There were eight carloads of bars and tubing. Two other flatcars held square bars, to be used in producing three more ship cranes for Soviet orders. In addition, the 500 tubular constructions will now be begun, probably frames for assault boats. The completed frames will be sent to the IFA Halle.
2. The Bleichert factory is now also doing work for Karosseriewerke, VVB ABUS, Eberswalde. This is a crane job that ABUS could not finish on schedule. ABUS has long been suffering from a shortage of steel, to which was recently added a shortage of coal, so that many work hours were lost. Machines are also being produced for the railroad car factories in Poland. There are mostly Polish officers on the acceptance commission.
3. During April and May 1953, almost 300 workers were dismissed from the IFA Karosseriewerke Leipzig because of shortage of materials. The firm, which produced practically nothing but tank trucks, is now producing car bodies, instrument boards and small pressed shapes for cars. During May 1953, only 17 tank trucks were produced. Six tank cars were overhauled for the Soviet unit in the Stendal area.
4. During May 1953, the Benzinwerk Boehlen loaded about 12,000 tons of special anti-knock gasoline for the USSR. During the same period, 2,000 tons of Diesel fuel with a gasoline base were produced for the USSR. The plant is laboring under great financial difficulties, since the Soviet State Bank does the accounting, and only places amounts to the credit of the firm. Since 1949, the production costs have gone up by 50 percent, because of the number of repairs necessary to the machines. Before the SAG turned the factory over to the Germans, it made no repairs at all. The cost of catalysts, which can only be obtained from Poland, has also gone up.

25 YEAR RE-REVIEW

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5. During the previous week a consignment of gun parts from Czechoslovakia arrived at the gun repair shop for the Volkspolizei in Strausberg. They were mostly for 120 mm guns. The guns, after being assembled, go to the tank repair shop at Eberswalde. At this plant overhaul work is done on light infantry guns and AT guns, which belong to Soviet units and are sent to Letzlinger Heath after repair. There they are turned over to the Volkspolizei. It was also observed that new Soviet caliber guns have been unloaded at Prenzlau.

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